

CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLYCOUNTRY East GermanyREPORT NO. TOPIC Parchim Airfield

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REMARKS

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1.  the grass cover at Parchim airfield quickly dried even after heavy rain. Source could not determine whether a drainage system existed at the field but believed that there was such an installation as also the puddles became quickly dry. Construction work was being done on about 12 shrapnelproof aircraft revetments the inner sides of which were lined by cement slabs, about 10 cm thick, while the outer sides were covered with sod. The revetments were not camouflaged up to mid-November. No hangars were available at the field. There was only a repair hangar located at the taxiway in the northern section of the field. Construction materials were stored on the ground floor <sup>and</sup> billets for construction workers were on the second floor.
2. About 12 fuel containers which served the motor vehicles of the Bauunion were located in a shed, about 35 meters long and 6 meters wide, near the spur track. The fuel tank installation was equipped with an electric pump; it was filled with fuel from the railroad tank cars on the spur track. Just south of the shed was an excavation for 10 to 15 fuel tanks. The tanks had already been stored next to the excavation in November.
3. The Soviet troops, probably an advance detachment stored about 12 large crates in the bushes near the spur track. The van-like crates were provided with runners and had been towed by caterpillar tractors to their dispersal area. The caterpillar tractors and a crane were also parked at the site which was guarded by two Soviet sentries.
4. A cable, about 2.5 cm in diameter, had been laid in a ditch on both sides of the runway; the ditch was covered with concrete slabs. The end of the cables met at the western end of the runway and extended along the old taxiway to the flight control station. No lamps were observed along the runway. Two churches in Parchim and the church in Spornitz had obstacle lights on top. The field was guarded by factory police of the Bauunion. The factory policemen had been given notice to 30 November 1953.

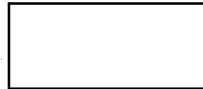
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5. Contrary to a previous assumption, source determined that the Bauunion Brandenburg had not been charged with construction work at the field up to late November 1953.

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6. Contrary to a previous rumor, [redacted] that the Bauunion Brandenburg had not taken over construction work at the field. 25X1A

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7. Construction work was under way at the field in mid-November, as well as on 6 and 7 December. Some concrete mixers were observed at the field.

8. The field was not occupied on 16 December, but construction work was under way. Three cars with asphalt were observed in the western section of the field and construction workers worked on the nearby runway. Some dredgers were seen in the southeastern corner of the field. The field was still unoccupied on 29 December. The asphalt cars and construction workers were no longer observed at the western end of the runway. About eight shrapnelproof aircraft revetments which apparently were still under construction were seen at the field. Some Soviet soldiers were identified in the vicinity of the field.

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[redacted] Comment. The statements on Parchim airfield are generally correct. However, the information of source 1 on the presence of only one hangar disagrees with the previous assumption. It was previously assumed that an old hangar and a new hangar were located in the northern section of the field. Construction work on the field has not been completed.

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